



NINETEENTH YEAR, No. 7.

MILWAUKEE, JULY, 1894.

\$1.00 per Year. 10c. per Copy.

NOW IS THE TIME TO BUY FEED ROLLS.

WRITE FOR PANIC PRICES ON

Our Style N Six Roll Feed Mills.

FULLY WARRANTED.

THOROUGHLY RELIABLE.

Solid Iron Frame.

Standard Rolls.

Superior Adjustments.

Noiseless Gears.

* * *

For capacity, quality of work, strength, durability, convenience and all other desirable qualities going to make up the perfect feed mill, it is without an equal.

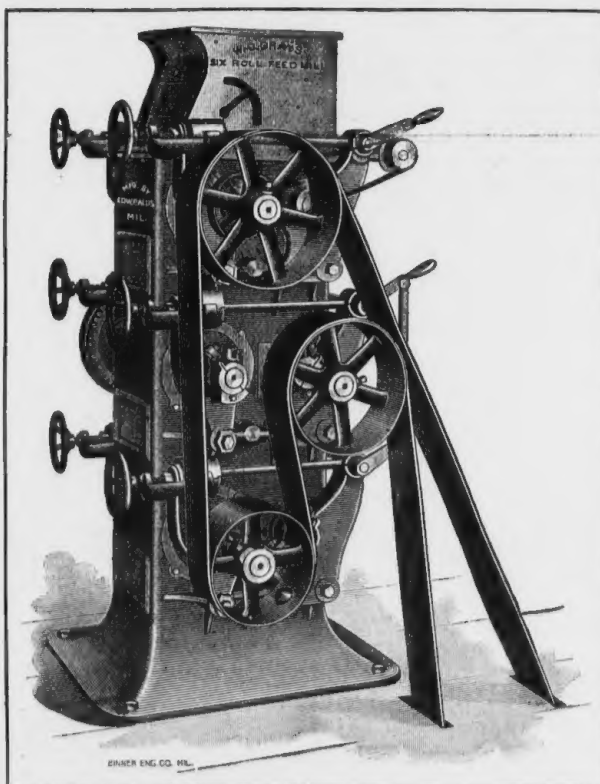
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MADE IN THREE SIZES:

9x14

9x18

9x24



IT FILLS THE BILL.

Spring Valley, Minn., }
Oct. 26, 1893. }

To the Edward P. Allis Company,
Milwaukee, Wis.

Dear Sirs: I have the new style N six roller mill at work, and I just want to say that it comes the nearest to a perfect mill for grinding meal and feed of anything I ever saw. The gears are the quietest running of any I ever saw. In fact they do not make any noise at all. I am more than satisfied.

Yours truly,

T. O. KILBURN.

ALSO TWO BREAK FEED MILLS AND A FULL LINE OF GENERAL FLOUR MILL MACHINERY.

COMPLETE FLOUR MILLS BUILT UNDER CONTRACT.

The Edw. P. Allis Company,

RELIANCE WORKS.

MILWAUKEE, WIS.

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WHY? BECAUSE

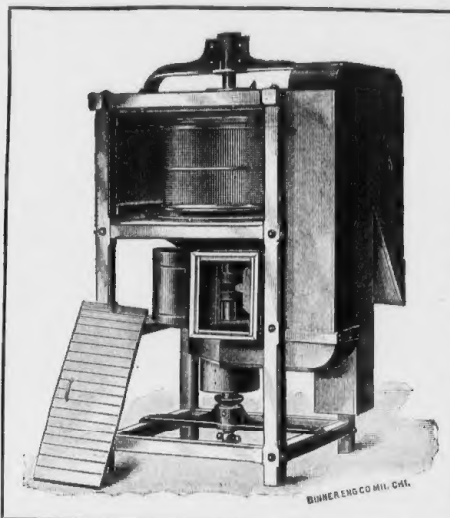
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IT IS WORTHY YOUR CONSIDERATION IF YOU ARE PROGRESSIVE AND WILL HAVE
THE BEST IN THE MARKET.

IT IS THE MOST
Perfectly Ventilated.

It will DISCHARGE all DIRT and SCREENINGS. You will not be obliged to put in a rolling screen or other device, to take out the

DUST AND DIRT.



IT WILL NOT
Break any Wheat.

It is built of the best steel, iron and wood that can be procured, and in the strongest manner possible. All parts can be easily and

CHEAPLY RENEWED.

IT WILL SCOUR SMUTTY WHEAT PERFECTLY.

WE GUARANTEE THIS MACHINE IN EVERY RESPECT.

PROVOST MANUFACTURING COMPANY
MENOMINEE, MICH.

EXPORTING MILLERS

Send for copy of the New Edition of the

Riverside . . . Cable Code

More copies of this work are in actual use to-day than of all other Flour Cable Codes combined.

PRICE OF SINGLE COPY, \$3.00

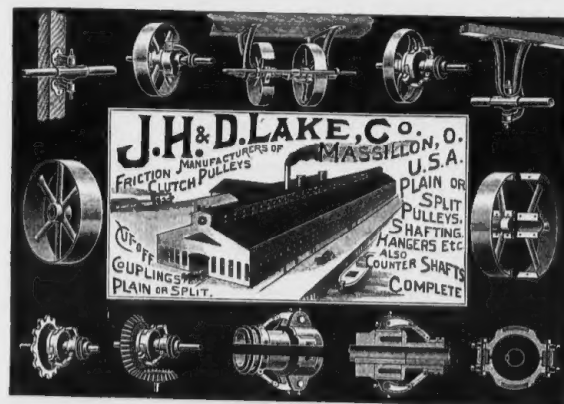
A proper discount will be made to parties ordering one dozen or more.



ADDRESS ALL ORDERS TO

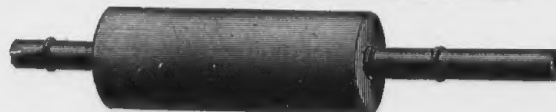
Riverside Printing Company,
MILWAUKEE, WIS., U. S. A.

Send for circular, giving scope of the work and names of many prominent firms using it, in America and Foreign Countries.



FARREL FOUNDRY & MACHINE COMPANY,
ANSONIA, CONN.

Sole Manufacturers of the Celebrated



ANSONIA * ROLLS
FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these Rolls the very best for Flouring Mill use.

• • These Rolls are now used in all Leading Flouring Mills. • •

CHILLED ROLLS FOR PAPER MILLS A SPECIALTY.

Don't forget to mention this paper when you write.



NINETEENTH YEAR, No. 7.

MILWAUKEE, JULY, 1894.

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REVIEW OF THE NEW YORK MARKET.

FLOUR. There has been very little attraction in the market as a whole, says the N. Y. *Produce Exchange Reporter*, July 21, although the feeling has been weak and unsettled. The few buyers in attendance have manifested limited interest, their wants being decidedly small and even on broken lots they have wanted concessions on cost. In most instances, however, they have found holders equally independent and unbending, although free to admit that, it would be extremely difficult, if not impossible, to effect sales of more than single car lots without cutting prices somewhat. Hence the undertone is somewhat weak. The dull and heavy state of the market was ascribed largely to the decline of wheat, consequent upon the increasing movement of the new crop accelerated by the fine dry weather and the culmination of the strike. This was, however, in a measure counterbalanced by the alleged damage to spring wheat by hot winds and wet weather in Europe. The continuance of rains in the U. K. for another week or two would naturally have a strengthening effect on both wheat and flour. Indeed exporters have been in receipt of rather larger orders for low and medium grades, but unfortunately their limits were too low. Towards the close trade was slow and the markets heavy and unsettled, buyers being scarce and indifferent, at the close lifeless and heavy with values doubtful.

Receipts of wheat flour since January 1 were 2,027,051 barrels, and 2,980,623 sacks against 1,998,267 barrels and 2,968,385 sacks for the same period the previous year. The freight rates of flour to Liverpool 5s. London, 8s. 9d. To Glasgow, 9s. 6d. To Bristol, 8s. 9d. To Hull, 10s. To Leith, 10s. To Antwerp, 10s. To Amsterdam, 15c. To Hamburg, 15c. To Bremen, 16c. The exports of wheat flour from the Atlantic coast for the week were 327,941 barrels.

Southern flour has been slow and the market flat and sluggish with buyers extremely indifferent and making lower bids

to conform with the decline in wheat, but holders have been in little hurry to sell and have made few concessions.

Rye flour dealings have been limited, but with small arrivals prices have been firmly supported. Mill Feed has been without animation but with light receipts prices were firm. Bag meal quiet, but prices firm.

Spring.		Winters.	
Sacks.	Barrels.	Sacks.	Barrels.
No. 1 Red Winter.....	\$1.55@1.70	No. 1 Red Winter.....	\$1.40@1.75
No. 2 Red Winter.....	1.50@1.65	No. 2 Red Winter.....	1.35@1.60
No. 3 Red Winter.....	1.45@1.60	No. 3 Red Winter.....	1.30@1.55
No. 4 Red Winter.....	1.40@1.55	No. 4 Red Winter.....	1.25@1.50
No. 5 Red Winter.....	1.35@1.50	No. 5 Red Winter.....	1.20@1.45
No. 6 Red Winter.....	1.30@1.45	No. 6 Red Winter.....	1.15@1.40
No. 7 Red Winter.....	1.25@1.40	No. 7 Red Winter.....	1.10@1.35
No. 8 Red Winter.....	1.20@1.35	No. 8 Red Winter.....	1.05@1.30
No. 9 Red Winter.....	1.15@1.30	No. 9 Red Winter.....	1.00@1.25
No. 10 Red Winter.....	1.10@1.25	No. 10 Red Winter.....	0.95@1.20
No. 11 Red Winter.....	1.05@1.20	No. 11 Red Winter.....	0.90@1.15
No. 12 Red Winter.....	1.00@1.15	No. 12 Red Winter.....	0.85@1.10
No. 13 Red Winter.....	0.95@1.10	No. 13 Red Winter.....	0.80@1.05
No. 14 Red Winter.....	0.90@1.05	No. 14 Red Winter.....	0.75@1.00
No. 15 Red Winter.....	0.85@1.00	No. 15 Red Winter.....	0.70@0.95
No. 16 Red Winter.....	0.80@0.95	No. 16 Red Winter.....	0.65@0.90
No. 17 Red Winter.....	0.75@0.90	No. 17 Red Winter.....	0.60@0.85
No. 18 Red Winter.....	0.70@0.85	No. 18 Red Winter.....	0.55@0.80
No. 19 Red Winter.....	0.65@0.80	No. 19 Red Winter.....	0.50@0.75
No. 20 Red Winter.....	0.60@0.75	No. 20 Red Winter.....	0.45@0.70
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WHEAT. The bull element has manifested little of spirit and vigor and has given practically no good support, hence the market has been unsettled with the general tendency downward most of the time although there was a slight temporary upturn the beginning of this week. The brief firmness was ascribed chiefly to foreign advices, European markets being firmer owing to wet weather and the decrease of 1,192,000 bushels in the quantity on passage, despite light imports into the U. K. the total of wheat and flour being only 3,508,000 bushels against 4,701,000 bushels the previous week. Farmer's deliveries were also lighter and hence the total receipts from all sources 440,000 bushels below regular weekly requirements. Subsequently a weaker feeling prevailed, prices declining materially under renewed pressure to sell largely for western account, stimulated by fine weather for harvesting and threshing, which has resulted in a marked increase in the movement from the interior. This was accelerated somewhat by the fact that in many sections the yield has exceeded expectations, while the quality has been excellent, as a rule; the grain being dry, plump and heavy, in some instances weighing over 60 pounds. Then, too, the weather in the Northwest being somewhat better, the temperature being slightly lower with local showers. The reduction in the visible supply proved disappointing, namely, 827,800 bushels. Local stocks decreased 200,100 bus. embracing 2000 bush. No. 1 northern,

leaving a total of 88,079 bus. vs. 1,516,282 bus. last year, but No. 2 red gained 93,657 bus. making a total of 6,665,870 bus. against 5,816,310 bus. a year ago.

Towards the close the market for contracts was again lower under continued pressure to sell largely for Western account prompted by larger receipts at primary points, good progress in harvest work and very favorable results on threshing. Then, too, the outlook for spring crop was better in consequence of rain. Moreover, the weather abroad has improved and naturally European markets have reflected our decline. As a consequence trade on spot was dull again at the close, shippers limits having been reduced. The total for this month loading was 800,000 bus. in round numbers with several lines worked for Aug. arrival.

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No. 100 Red Winter.....	57 1/2 @ 58

RYE. There is an entire absence of new or interesting features in this market. Sales small and unimportant and quotations nominally steady. No. 2 Western del'd. nominal 55@56c. State, 56@58c. in full loads. Jersey, 52@54c.; on tracks, 51@53c. Receipts none. Stock here in store and afloat, 16,927 bus.

REVIEW OF THE BRITISH CORN AND FLOUR TRADE.

Summer is with us, although swallows are in but small numbers and butterflies are quite rare, says *The Miller*, London, under date of July 9. Nor do fruit trees prosper, apple, plum and fig trees dropping immature fruit. "Blight" is the explanation given by the gardeners for this season's short comings in many instances, and the ripening of cereals will be closely watched, under a feeling of fear that the grain will not escape evil meteorological influences. However, the sun is a good bread-maker, and upon the results in Europe as to the finishing maturity of the crops more depends than on any divergence of present esti-

mates. For the moment, expectation looks for good quality of grain, and for such good samples usually the market will pay suitable prices.

But there is still an important minority of observers who fancy the weather, that has made a most irregular season for the past three months, will not be able to undo the evils of the past. Those who take a moderate view, whilst allowing that May and a part of June considerably deteriorated our growing crops, yet allow that as vegetation has been greatly retarded, it was backward enough to take full advantage of the highly beneficial rainfall, heat, sunshine and soft winds that have been enjoyed during the past fortnight. In short they believe the season had time enough, from the longest day, when summer came to the side of agriculture, to develop and mature a fine harvest of grain. Thus, during the past week the situation has been one of "waiting for the weather verdict" and action is generally suspended, value has kept weak, and in transactions carried through, sellers have commonly had to make concessions in wheat, flour, barley and maize. Autumn contracts have been deferred and the new campaign left unusually free. The American shipments have been again on a moderate scale: To the Wheat, qrs. Flour sacks. U. K. 74,500 .. 98,500. C nt. 22,009 .. 25,000.

The non-shipments of reserve stocks and the non-offers of new wheat give a feature to the present American trade.

From India the wheat export, 36,000 qrs. to U. K., and 15,000 to the Continent, shows a little revival of activity.

Russia, where the weather is reported wet, keeps shipping actively. The total of week's shipments were, wheat 345,000 qrs., rye 65,500 qrs., oats 271,421 qrs. St. Petersburg forwarding oats freely. The 2,975,000 qrs. of wheat afloat for U. K. are made up as follows: 168,000 from Russia; only about half of its total shipped. 188,000 from Atlantic Ports is quite a small bulk for this time of the year. 507,000 from California and Oregon represent a normal scale at this season.

185,000 from India indicate great reserve on the part of sellers. 170,000 from Chili represents a full export from a fair harvest. 995,000 from Argentine Republic remain the astonishment of wheat traders and infer the attraction of prices. 545,000 Australia teach a strong lesson that the Antipodes having wheat must sell it, whatever value Europe offers. 217,000 from sundry ports and the quantity off coast; of this a large proportion is likely to be withdrawn from sale and go into granary.

The daily markets have been thinly attended. Hot weather has stimulated many farm operations, employing all hands whilst contrarily it has been opposed to market business. The market is in its summer doldrums, and reports of lethargy on our exchanges may be discounted as meaning but little more than that in fine weather the normal state of business is relative idleness. On Tuesday, (July 3), sellers of California wheat asked 25s. off coast, and 24s. for Australian, at which there were no buyers; and later in the week 1s. to 1s. 6d. concession was made. English and Irish exchanges were quiet, rates mostly unaltered. On Wednesday the London trade was insignificant. Reports of wheat cutting from southern France indisposed buyers to take any of our off coast cargoes. Hard Azof wheat for August-September shipment was taken for London at 19s per 492 lbs. At some small English exchanges foreign wheat was 6d. cheaper to buy.

The hot weather, with cumulative effects, made Thursday's markets prostrate. For cargoes of wheat value tended downwards. Friday was marked by 22s. 6d. and 23s. being accepted for Australian wheat and 23s. for Californian. Mark Lane was inactive, a few transactions being done at 3d. to 6d. per qr. reduction for wheat even the finest sorts, like Manitoba and hard Duluth, being affected. French flour—a rarity now in London—was offered at 13s. to 18s. per sack. The Irish exchanges did not alter quotations. Great thunderstorms on Friday afternoon and evening seemed to clear the atmosphere of its great reserve of heat, and Saturday, whilst fine, was pleasantly cooler. The markets of Nottingham, Dorchester, Norwich, Canterbury, etc., were without special features. The small supplies of wheat offered generally were taken by local millers at old prices.

The tone to-day is healthy, says *Corn Trade News*, Liverpool, July 10th. A good demand for actual wheat immediately available is now met with from the outports and it

may be taken as a certain sign that millers have worked down their stocks, for there is no existing omen at present visible that might otherwise induce them to lay in stocks.

NEW ULM ROLLER MILL.

Answer to its Amended Petition Filed.

A special telegram to the *Tribune*, Minneapolis, dated Washington, D. C., July 9, says:

The answer to the amended petition of the New Ulm Roller Mill Company, against the Chicago and North-western road has been filed with the Interstate Commerce Commission. It will be remembered that several months ago ex-Congressman John Lind filed the original complaint in the case, in which it was claimed that the Northwestern road, by its refusal to continue free the milling in transit privilege, charging the New Ulm mill 2½ cents per 100 pounds for all wheat milled in transit, that was not shipped to points upon this company's line in Iowa and Illinois, discriminating unjustly against the New Ulm concern to the advantage of Minneapolis, Winona, Milwaukee and Chicago millers.

The relief prayed for was that the Interstate Commerce Commission compel the railroad company to restore the milling in transit privilege, and that the rates be reduced to enable the New Ulm mill to compete freely with the competing points.

The Northwestern road made answer to the effect that the Interstate Commerce Commission by its decision in a St. Louis case decided that it had no right to compel railroads to permit milling in transit, and that in a general way its rates were fair to New Ulm.

Mr. Lind thereupon filed an amended complaint, in which he brought into the case the fact that the Northwestern road had been assisted by the grant of a great quantity of land in Southern Minnesota, and that for this and other reasons it was bound to deal liberally with the patrons of that road—citizens of Minnesota. He also enlarged upon the arguments in the original complaint.

It is to this amended complaint that the answer just filed pertains. Most of the statements of fact in the complaint are admitted with modifications. It denies that the Milwaukee and Chicago mills are to any considerable extent competitors with the New Ulm mills in the purchase of wheat raised at points west of New Ulm, and says that Minneapolis is the real competitor, and in substantiation of this shows that only 618 cars of wheat went to Milwaukee and Chicago from points on its line west of Winona and including New Ulm, whereas other and competing railroads

hauled from the territory west of New Ulm to Minneapolis 4,072 cars of wheat.

It admits that the milling in transit privilege was allowed until 1891 and that it has since charged 2½ cents for this privilege; but it expressly alleges that the New Ulm mill now has an advantage of from ½ to 4 cents per hundred over Minneapolis in flour shipped to Chicago and Milwaukee that is ground from wheat raised in country tributary to New Ulm. The road further sets up that if an attempt were made to still further increase this advantage to New Ulm and other Southern Minnesota points it would result in the reduction in the rates to Minneapolis and Chicago, which would ultimately wipe out entirely the slight advantage New Ulm now has.

The road again emphatically denies the right of the Commission to compel milling in transit privileges; and on the matter of land grant aid says that it is irrelevant and impertinent and ought to be stricken out of the case.

Upon the advantage that Minneapolis mills have over New Ulm the road admits that they are so situated and operated as to compete with New Ulm and other mills in Southern Minnesota; but qualifies the great advantage claimed for Minneapolis by the statement that the Minneapolis mills use more steam than water power, that wages are higher, that milling plants are more costly and that there are other economies which New Ulm has over Minneapolis. Among other points made in the answer are that the Northwestern road has no line into Minneapolis, and therefore is at the mercy of the roads who have such a line.

In conclusion, the road asks that the complaint be dismissed.

It will probably be several weeks before the case can be taken up. The presumption now is that one or two members of the Commission will go West and take the evidence, although no plans have yet been arranged.

EXPORT OF BREADSTUFFS.

The following from the Bulletin of the U.S. Bureau of Statistics, shows the amount and value of domestic breadstuffs exported from all American ports during the month of June, 1894, as compared with the same month, 1893:

	1894.		1893.	
	Bush.	Value.	Bush.	Value.
Barley.....	7,124	3,512	480,144	227,863
Corn.....	2,732,244	1,980,497	4,744,590	2,512,171
Oats.....	41,678	18,221	720,437	280,692
Rye.....	178	92	199,176	121,336
Wheat.....	3,450,012	2,183,533	10,622,651	8,106,177
Total.....	6,231,161	\$3,463,875	16,767,339	\$11,048,239

There were also exported during the month of June, 1894:

28,311 bbls. Corn Meal valued at \$	77,054
1,162,540 lbs. Oat Meal " "	29,036
1,196,835 bbls. Wheat Flour, " "	4,402,553

Total decrease in Breadstuffs under June, 1893, \$8,480,904.

The following statement shows the exports of Breadstuffs for the twelve months ending June 30, 1894, in comparison with the twelve months ending June 30, 1893:

1893.		1894.	
Bushels.	Value.	Bushels.	Value.
Barley.....	\$ 3,034,675	\$ 1,469,554	
Corn.....	41,331,441	29,311,724	
Oats.....	2,385,212	1,985,441	
Rye.....	1,007,096	1,296,857	
Wheat.....	17,004,075	17,004,075	
Total.....	68,422,589	50,124,597	
	169,805,405	\$20,845,620	

During the twelve months ended
 June 30, 1894, there were also
 exported:

399,115 bbls. Cornmeal, valued at.....	\$ 766,560
9,712,406 lbs. Oat Meal, valued at.....	238,270
46,599,991 bbls. Wheat flour valued at.....	\$6,032,263

as against 268,779 bbls. corn meal, valued at \$787,728; 5,699,020 lbs. oat meal valued at \$160,231; 16,331,033 bbls. wheat flour valued at \$74,118,036, for the twelve months ending June 30, 1893.

Thus, the total exports of breadstuffs for the 12 months ending June 30, 1894, aggregated in value \$161,777,730 against \$195,911,615 for the previous 12 months, a decrease of \$34,133,885.

WORLD'S WHEAT AND FLOUR SUPPLY.

Compiled for Europe by the *Liverpool Corn Trade News*, and for America by the *Daily Trade Bulletin*, Chicago, and the *Market Record*, Minneapolis.

The following table exhibits the approximate available supply of Breadstuffs in second hands in the principal countries of Europe, with the quantities afloat for the United Kingdom and Continent on the dates named.

AVAILABLE STOCKS IN EUROPE.			
	July 2, 1894.	July 1, 1893.	
	Bushels.	Bushels.	
Afloat for United Kingdom.....	9,200,000	12,800,000	
Afloat for Continent.....	9,100,000	14,400,000	
Afloat for orders.....	19,000,000	18,500,000	
Total afloat.....	38,300,000	44,400,000	
In store, United Kingdom.....	19,900,000	21,800,000	
In store, France.....	12,600,000	8,000,000	
In store, other countries.....	5,900,000	4,900,000	
In store, Russia.....	9,900,000	10,100,000	
Total European supplies.....	86,500,000	88,700,000	

APPROXIMATE AVAILABLE STOCKS IN AMERICA.

The following table exhibits the approximate visible supply of flour and wheat in the United States and Canada:

	July 2, 1894.	July 1, 1893.
	Bushels.	Bushels.
Flour in Canada—equal.....	579,000	572,000
Flour in U. S.—east.....	7,144,000	6,028,000
Flour in U. S.—west.....	392,000	320,000
Wheat in Canada.....	4,213,000	5,800,700
Wheat in U. S.—east.....	65,921,000	79,074,300
Wheat in U. S.—west.....	5,476,000	3,445,000
Total.....	86,512,000	95,044,000

SEND for a copy of The American Flour Mill and Grain Directory for 1892-3. Address, THE UNITED STATES MILLER, 608 Mitchell Bldg., Milwaukee, Wis.

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Associations.

THE Executive Committee of the Southwestern Winter Wheat Millers' Association will meet at Kansas City, July 26th, to take action looking toward the resistance of the recent order of the Trunk Line Association, denying agents the privilege of reporting the condition of export shipments at seaboard and forbidding millers' agents from inspecting shipments at seaboard.

THE Executive Committee of the Oregon and Washington Millers' Association met June 27th, for the purpose of considering the matter of reorganizing the Association, for the payment of claims and other business arising. A very mild discussion took place in reference to reorganizing which resulted in the negative. Consequently the Association is no more. It is to be deeply regretted that such action should have been taken, as there were some millers in the Association who would have gladly maintained it and made it a useful body.

THE Executive Committee of the Pennsylvania Millers' State Association held a meeting at Harrisburg, Pa., on the 9th inst., at which time several important subjects were brought up, among them being a recommendation to secure a charter for, and incorporate the Association. This matter will be disposed of at the annual meeting. Several patent cases were discussed, the Knickerbocker Cyclone Dust Collector, the Jonathan Mills Round Reel, and the Detwiler Claims being thoroughly ventilated. The attitude of the Association in these matters will be made public in due time. It was decided to hold the Seventeenth Annual Convention at Gettysburg, Pa., on the 11th and 12th of September next.

THE Semi-annual Meeting of the Michigan State Millers' Association was held at

Lansing, Mich., on July 10th, President, W. A. Coombs, of Coldwater, presiding. A large gathering of millers was present, and a good program of business was disposed of. The Secretary's report was read, showing receipts since last report of \$885.91, and disbursements of \$760.91 leaving a balance on hand of \$125. The report showed that four firms had been added to the rolls since the beginning of the year, and a loss of thirteen sustained, leaving a total of 81 members in the Association.

Mr. Jenks, of Sand Beach, moved that "It is the sense of this meeting that hereafter mill feed should be sold strictly for cash or sight draft." After some discussion the motion was carried without opposition.

On the question, "What action, if any, should the Association take in regard to the passage of the 'Hatch anti-option bill?' Mr. Hale of Lyons, offered the following resolution:

Resolved, That it is the sense of this meeting that the Hatch anti-option bill should become a law.

The subject was discussed at length, and by a rising vote the resolution was adopted.

"Reciprocity in Trade: What action can be taken to promote the millers' interests in this direction?" was next taken up. Mr. Coombs gave an interesting account of his visit to Washington in company with other officers of the Winter Wheat Millers' League, to present the matter to Congress and the State and Agricultural Departments. After Mr. Coombs' remarks, and some informal discussion of the subject, Mr. Thoman, of Lansing, moved that the Secretary be instructed to prepare a memorial to the Secretary of State, and the Secretary of Agriculture, and the Senators and Representatives from Michigan, asking for their aid and influence in bringing about the abrogation of the excessive duties on American flour over American wheat by France and Germany.

The consideration of the proposition of the Knicker-

bocker Company in regard to infringement of its patents on Dust Collectors was then taken up, and the Secretary was instructed to insert the proposition of the Knickerbocker Co., which is the same as made to other associations, in the minutes of the meeting, so that all members be advised of it.

"Is not the Government Crop Report, as at present made, an injury to the milling business?" was the next question discussed at length, and resulted in a motion declaring that the Government Crop report, as at present made, is not an injury to the milling business, which was carried.

As Mr. Coombs had to leave for home, Mr. Darrah, of Big Rapids, took the chair until the meeting adjourned. The question of bringing members into closer relations and how to increase the membership resulted in the following resolution being offered by Mr. Jenks and adopted:

Resolved, That the secretary be instructed to set forth in a circular letter the prominent features of the organization and the results it has accomplished for its members, and Michigan millers generally, and about sixty days before the annual meeting mail it to every miller in the State, with a request to attend the meeting and become members of the Association.

Mr. Chappel offered the following resolution, which was also adopted:

Resolved, That it is the sense of this meeting that each member of this Association should from this time until the next meeting, labor with their neighbors with a view to getting them to join the Association, and that they report at the annual meeting, in person or by letter, the results of their efforts.

"Is the present rate of toll, as established by law, for gristing, a fair compensation for the work performed?" was disposed of by a motion of Mr. Chappel, declaring that the present rate of toll, as established by law, for gristing, is not a fair compensation for the work performed.

"Providing for current expenses for the balance of the year" was disposed of by a resolution levying an assessment of once the amount of the annual dues upon the members. John Bickhart, of Howell, and W. L. Mathews, of Marlette, are exempted from assessment on account of the loss of their mills by fire.

Under the head of miscellaneous business Mr. Newman brought up the subject of stored wheat and the liability of the miller in regard thereto, which resulted in a prolonged discussion on this subject which revealed the fact that the stored wheat business is one that needs to be carefully considered by the miller, both in regard to his liability to the farmer and his relations to the

insurance companies carrying his risk.

On motion of Mr. Newman the meeting adjourned.

THE ARGENTINE WHEAT CROP.

A special telegram to the *Journal of Commerce*, dated Washington, July 19th, says: The new American Minister at Buenos Ayres, W. I. Buchanan, knowing the important effect that the Argentine wheat crops now being marketed has upon this season's crop in the United States, has just made an important report on the subject to the Department of State. He writes:

"The last wheat crop was a phenomenal one in yield; a fair estimate of the various reports will, I think, place this at seventeen bushels per acre. This is four bushels more than the accepted average yield for the year previous. I think the average for 1892, i. e., thirteen bushels per acre, can be taken as the normal average production per acre, and that the last year's yield should be considered extraordinary and yet to be proven.

The quality of the last crop seems to be below the average. From carefully collected data, I estimate the amount exported for the first three months of this year at 900,000 tons, or 36,000,000 bushels, and a conservative amount in store for export or to be carried over by the producer (in excess of the amount required for consumption), I think would be 750,000 tons or 30,000,000 bushels.

In regard to the acreage for this year, it is a fair assumption to place the increase in acres over last year at 20 per cent. It is hardly probable, however, that the yield will be as great, so that it might be a safe estimate to say that the probable crop for export next year, would be only a slight increase in bushels over this year.

The most careful observation as to the price received at different points and at different dates leads me to believe that the producer has received for his wheat crop now being sold an average of 37 cents per bushel gold. The corn crop was a comparative failure last year, and no figures are obtainable as to its extent. There is enough in the country, it is believed, to meet the wants of the people, although it is selling to-day for more than wheat.

The acreage will not be as great, it is thought, as last year, owing to the failure of the farmer to produce a good crop during several years past. There have been about 10,300 tons of flour exported, mostly to Brazil, during the first three months of the year, indicating a probable output for the year of 30,000 tons, or three times the output of the previous year."

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News Notes.

BERTON, Ont., is agitating for a flour mill.

R. C. STONE of Republic, Mo., is remodeling his mill.

J. N. ALBRITTAN is building a mill at Clarksville, Ark.

A GOOD grist mill will shortly be erected in Listowel, Ont.

A NEW grist mill is to be erected at Hawkestone, Ont.

OZARK, Ark., citizens offer a bonus of \$2,000 for a modern mill.

It is reported that Chas. R. Illyes will erect a grist mill at Seale, Ala.

VIRDEN, Man., is to have another flour mill, the site having been selected.

PORTER, Daily & Robbins of Drewsey, Or., are erecting a 40-barrel flour mill.

A. H. CHAMBERS, Vinta, Tenn., it is reported will build a 30-barrel flour mill.

W. B. DAVIDSON has contracted for a 200 barrel mill at Cannon Falls, Minn.

KELLY & Co. contemplate increasing the capacity of their mill at Brandon, Man.

THE St. Mary's Milling Co. is erecting a 15,000-bushel elevator at Perryville, Mo.

THE Union Roller Mills at Gallatin, Tenn., recently burned, will be rebuilt soon.

THE new mill at Bridgeport, Wash., will be ready for operation by the middle of July.

A 10,000-bushel elevator is to be built at Kenwood and another at Buck Grove, Iowa, by

J. Q. Adams & Co., Minneapolis.

HIRAM Snyder, of the firm of Serrin & Snyder, at Glenwood, Minn., will retire from the firm August 1.

A \$40,000 grist mill, of 200 barrels capacity, has been erected at Norwich, Ont., by a stock company.

CITIZENS of Silex, Mo., are willing to extend liberal aid to the right man who will build a good flour mill at that point.

CITIZENS of Faulkton, S. D., July 7th, subscribed \$1,900 to aid in the construction of a 100 barrel flour mill at that place.

MITCHELL Wheeler, at Morganville, Kansas, has put a new boiler and other improvements in his mill at a cost exceeding \$1,000.

THE flour shipments from Minneapolis from January 1 to July 21, 1894, aggregated 4,369,882 bbls., against 4,587,905 bbls. for same time in 1893.

PRINCE Albert, Sask., is to have a flouring mill. The foundation is already completed, and the superstructure will be erected at once.

J. A. CHRISTMAN of Columbus, Kansas, has bought the old Strongmill, and has thoroughly remodeled the same, increasing the capacity to 75 barrels.

THE Otto Gas Engine Works, Philadelphia, Pa., was chartered on the 5th inst. Capital stock \$4,000,000. This concern is well known as the builder of the celebrated Otto engines.

THE Sperry Flour Co. of San Francisco, Cal., absorbed Starr & Co's mills in that state June

23rd. It is said that the purchase price was \$290,000. This leaves only one mill in the state of California not under their control, viz:—The Stockton Flour Mills Co.

THE official Hungarian crop report on the first inst. states that the more favorable weather in the second half of June has had a good influence on all cereals. The cool temperature has prevented the spreading of rust and blight. The yield of wheat and rye is estimated slightly smaller than last year though the quality is excellent.

CHARLES Carlson, living at 1828 Washington avenue south, Minneapolis, Minn., was July 2nd badly injured in the Galaxy mill. He was at work loading bran into a freight car, when a Great Northern switching engine backed up against the car with great violence. The skids used from the gangway to the car were knocked to one side, and Carlson was caught between them. He was injured in the lower part of his body, and was bruised about the legs and shoulders. His most serious injury is probably internal.

DURING the recent strike riots at Chicago several of the elevators at Chicago were strongly barricaded, fire hose attached to the plugs and other precautions taken to resist the attack of mobs should one have been made. All the elevators in the vicinity of Sixty-fifth street and the Rock Island tracks were guarded and a stand taken against the sympathizers of the strikers. The

railroad bridge at Sixteenth street was left open in order to prevent mobs from marching across to the elevators on the west bank of the river.

COLBURN Brothers, of McPherson, Kan., on July 1 succeeded Colburn & Hamilton as proprietors of the Queen Bee Mills. E. A. Colburn, head of the new firm, also of the old one, is one of the best known millers in Kansas. He is president of the Kansas State Millers' Association, a member of the Executive Committee of the Southwestern Millers' Association, and is recognized as a hard worker in the interest of the milling industry of the Southwest. In admitting his brother to the firm, its position in the trade has been strengthened, in that the change in name has been followed by a change of business policy worthy of emulation. The new firm has notified the trade that, commencing July 1, the "Queen Bee" output would be sold only for cash. A circular to this effect was sent out by the new firm several days ago, and we are glad to relate that the "cash basis" is quite satisfactory to both the millers and their customers.—*Modern Miller.*

Mill Fires.

THE grist mill at Tracadia, N. C., owned by J.C. Hutchins, was recently destroyed by fire.

GRANT's grist mill near Windsor Mills, Que., burned July 7th. Loss total; insurance \$4,000.

THE Rock Island road's elevator at Armourdale, Mo., burned June 28. Loss \$25,000.

THE grist mill of John F. Weidas at Weidasville, Pa., burned July 5. Loss \$3,500 insured for \$2,600.

JOHN F. WEIDA's grist and saw mill at Weidasville, Pa., was totally destroyed by fire July 5. Loss \$3,500; insurance \$2,600.

CURRY Bros.' steam grist mills at Havelock, Ont., were burned the early part of last month. Loss \$6,000, insurance small.

THE plant of Geo. Böttkol at Lincoln, Wis., consisting of grist mill, grain elevator, planing mill and several houses burned July 13. Loss \$5,000, insured.

THE grist mill of Jordan Lane at Decker, Ind., burned July 14. A quantity of wheat was also consumed. Loss \$10,000, no insurance. Incendiary origin is supposed.

A LARGE frame grist mill at Norwich, Vt., owned by Dr. J. B. Rand, together with \$4,000 worth of grain, was burned July 21st. The fire originated about the boiler. Total loss \$12,000; well insured.

THE flouring mill of Beerman & Gill of Guttenburg, Ia., together with property value at \$30,000 was destroyed by fire July 2, the fire was caused by the engineer leaving the furnace door open and going to his breakfast.

MCGILL's Elevator at Milford, Ill., burned July 12, together with a quantity of grain. Loss \$8,000. The fire also burned C. E. Wilcox's warehouse and six coal cars belonging to the C. & E. I. Ry. Co. Wilcox's loss is \$500.

W. B. McAllister & Son's flour mill at Pembroke, Ont., was the scene of a disastrous fire on the 18th, ultimo, by which the roller mill wing was completely destroyed. The building used as an elevator and crushing mill was also considerably damaged. The loss is heavy and is only partially insured.

THE flour mill at Amboy, Minn., was burned July 4, together with the depot. It is supposed that the fire started from sparks from an engine. The mill was run by steam and had a daily capacity of 200 barrels, and the loss is placed at \$8,000; partly covered by insurance. The loss on the depot, is placed at \$1,000.

FLOUR TRADE DURING JUNE.

The millers of the United States transacted a fairly active trade during June, and succeeded in reducing their stocks to a considerable extent. The occurrence of labor troubles during the latter part of the month had some effect

on business, especially in the West. Quite a good local demand prevailed, and a fair number of export orders were provided for. Some of the millers were not grinding to any extent, while others were quite busy, regarding the price of wheat as low. Millers at some points were making repairs and overhauling their machinery, getting ready for the delivery of new wheat. Local dealers were disposed to purchase flour made from old wheat. Stocks were about stationary at the seaboard, but were reduced considerably in the West and Northwest. In the Eastern States a fairly good export trade was reported, but sales were made on small margins.

Millers in New York reported a fairly good local trade, and a moderate export inquiry. In Pennsylvania business was a little slow, and millers a little cautious in their movements, owing to the quite liberal supply of old wheat on hand and the good prospects for the maturing crop. Reports from Maryland indicated a fairly good trade, chiefly on local account. In Virginia and West Virginia only a moderate trade was reported, and chiefly in a small way.

Millers in Kentucky and Tennessee reported a little better business. Some of the mills are grinding new wheat, the quality of which is excellent. Texas millers were doing quite a good business, largely on local account.

In Ohio there was quite a good trade generally. Millers who were on main lines of railways and who have agencies abroad, filled a fair number of export orders, and quite a good local trade was transacted. Considerable complaint prevailed of low prices, and sales were made on close margins. A fair business was reported in Michigan, largely in the way of filling moderate orders. Millers in Indiana reported a fairly good business, largely on local account, and prices moderately well supported. Stocks were reduced materially.

In Illinois only a moderate business was transacted, and supplies were somewhat enlarged. Some export trade at the larger market—fair quantities forwarded by lake from Chicago. Millers in the interior disposed to sell, in view of the splendid wheat crop. In Missouri and Kansas trade was only moderate—rather dull in a general way. Millers not inclined to sell very freely, as supplies of old wheat are somewhat limited, and the present crop not very large.

In Iowa business was quiet and chiefly in the way of filling small orders for the local trade.

In Nebraska millers were doing very little business, and sales made on close margins. Millers in Wisconsin reported a fair trade early in the month, but light toward the close. In the Northwest there was quite a good trade at the larger markets, chiefly on export account. A few contracts were made for future delivery. In Colorado and Utah a fairly good local trade was reported, but outside business was somewhat restricted, owing to the labor troubles.

On the Pacific Coast trade was light. Canadian millers enjoyed rather a good trade, and succeeded in materially reducing stocks.—*Chicago Trade Bulletin.*

CROP MOVEMENT.

The following table gives the receipts of wheat at the four principal spring wheat markets from the beginning of the crop year Aug. 1, 1893 to date and for the same time a year ago:

	This crop bushels.	Last crop bushels.
Minneapolis.....	48,937,813	65,578,417
Milwaukee.....	10,166,620	14,758,689
Duluth.....	26,805,492	37,770,029
Chicago.....	19,714,077	57,207,069
Total.....	105,624,002	175,374,204

The following table gives the receipts of wheat to the four principal winter wheat markets from the beginning of the crop movement July 1, 1894 to date and for the same time a year ago.

	This crop bushels.	Last crop bushels.
Toledo.....	251,974	200,939
St. Louis.....	702,717	846,000
Detroit.....	124,731	185,109
Kansas City.....	219,000	160,200
Total.....	1,290,022	1,432,248

ESTIMATED SUPPLY AND DISTRIBUTION FOR 1894-95.

The following table in a concise way presents an estimate of the stocks on hand, and available quantity of Flour and Wheat for home and export demands for the crop year ending June 30, 1895:

ESTIMATED SUPPLIES.	
	Bushels.
Flour and Wheat in second hands reported.....	73,000,000
Flour and Wheat in second hands unreported.....	9,000,000
Wheat in farmers' hands July 1, 1894.....	40,000,000
Crop of 1894.....	460,000,000
Total.....	582,000,000
ESTIMATED DISTRIBUTION.	
Quantity required for domestic use.....	310,000,000
Quantity required for seed.....	52,000,000
Quantity in farmers' hands, July 1, 1895.....	40,000,000
Quantity in visible supply, July 1, 1895.....	45,000,000
Quantity remaining for export.....	135,000,000
Total.....	582,000,000

—Market Record.

NEW YORK OBJECTS.

The flour and grain dealers at New York are opposed to railway rates that will admit of New England dealers being able to do a direct business with the West. The New York *Journal of Commerce* says: The flour and grain dealers of the New York Produce Exchange are exercised over what they say is a

discrimination against them by the railroads, enabling the East to buy grain and flour as cheaply from the West as it can be had here and thus causing New York to lose a large trade in New England which it once had. The differential rate of freight between the grain growing centers in the West and New England points, and the West and New York is so slight that New York dealers are to a very large degree shut out of the New England market. Years ago the differential rate was 10c per cwt., which left a margin for profit to shippers from this city. Then it was reduced to 5c, which still left a margin for profit, but within the past three years the differential rate has been cut to 2c per cwt. This, New York shippers claim, is altogether too small, and they say that it is acting powerfully to drive New Yorkers out of the New England market.

One member of the Exchange told the writer that whereas he used to do a trade in New England amounting to \$250,000 a year, since the differential rate has been so small he has been unable to do a business of more than \$50,000.

Merchants in all parts of New England, whether large or small, can, with this slight differential rate, buy direct from the West and have their goods delivered at a cheaper figure than they can buy from New York. For example, grain that cost \$1 in the West, coming over the Pennsylvania railroad, can be taken to Harlem Junction and thence shipped to the smallest village in New England at \$1.02, whereas, if a New York shipper were to send his grain up from Pier 50, the greatest grain shipping point, to Harlem Junction and thence over the New Haven railroad to the same point in New England it would cost there \$1.07, such being the difference in freight.

LITERARY NOTES.

A striking full-figure portrait of Capt. Alfred T. Mahan, U. S. N., on whom Cambridge has recently conferred the degree of Doctor of Laws, forms the frontispiece of the *Review of Reviews* for July. This number contains many other interesting portraits—Populist Senators and Representatives at Washington, Mr. John W. Goff, the successful counsel of the New York Senate's Police Investigation Committee, and other people prominently before the public.

Scribner's Magazine for July opens with a descriptive article on the social aspects of that region along the Massachusetts Coast known as "The North Shore." It extends from Nahant to Cape Ann, and as the author of this article, Robert Grant,

says: "It is a very pretty place to which Bostonians who wish to keep cool and yet be able to see the gilded dome of the State-house through the telescope, hie themselves from June to October. Mr. Grant is thoroughly familiar with this whole region and he describes the varied life of it—the yachting the hunt clubs, and the social functions—with all that vivacity and keen appreciation which might be expected from the author of "The Reflections of a Married Man." The illustrations were made by W. T. Smedley from actual sketches along the North Shore. There will be similar social studies in succeeding numbers of the magazine, Mr. W. C. Brownell writing of Newport and F. Marion Crawford of Bar Harbor.

The Century strikes into the summer season in the July number with the beginning of novettes by Marion Crawford and Mrs. Burton Harrison. Mr. Crawford's story is entitled "Love in Idleness: A Fortnight at Bar Harbor," and is in the author's lightest and chattiest vein. The characters are New York people and are strongly contrasted, and there is some lively and entertaining love-making at the very start. Some of the personages have appeared in "Katherine Lauderdale," but the story has an entirely separate interest. Mrs. Harrison's story, "A Bachelor Maid," with drawings by Wiles, opens in New York city and deals with the aspirations of a young woman to whom the conventionalities of family life are somewhat irksome. Incidentally the story deals with some of the current questions in regard to the relations of women to society and public life.

Love of country must be the foundation of national progress, and to cultivate patriotism the child must be taught it from the beginning. In this number of *St. Nicholas* the young American will find lessons in history and loyalty. After an inspiring poem by W. R. Thayer, with pictures by Birch, the prose leader is a story by Alice Balch Abbot, entitled "Nan Merrifield's Choice." Nan, a young school girl with some local reputation for "speaking pieces" of a humorous sort, decides that declamation is worthy of serving higher purposes than raising a laugh, and she therefore learns and speaks Lincoln's Gettysburg Address. From these simple elements, Miss Abbot has constructed a stirring and touching story that whoso misses will lose the full appreciation of Abraham Lincoln that is the duty of all true Americans. The young author has reason to be proud of her story.

Home and Country for July

is decidedly an excellent number. The selected articles are good, and the magazine is very handsomely illustrated. A special coupon feature of the July issue (latest number) one that will serve to render it particularly attractive to lovers of the great American game of base-ball, are a series of premiums which include \$1,000 in cash, offered to good guessers who can forecast the outcome of the season's play by the Clubs which comprise the National League. *Home and Country* is published by Jos. W. Kay, at 53 East 10th St., New York. Subscription, \$2.50 a year.

There are six good short stories in the July *Harper's*, although no announcement is made that this is a fiction number. "Specimen Jones" is one of Owen Wister's most successful studies of the South-west; "The Evening Party," by Grace King is a sketch of New Orleans life with a wide application; "Ebb and Flow," by Eva Ans-truther, touches on the changing social conditions of England; "Un Mauvais Quart d'Heure" is a bright summer sketch by Chas. Stanley Reinhart, who has illustrated it with his own drawings; "Before the Break of Day," another "Vignette of Manhattan," by Brand-er Matthews, gives a glimpse of life in New York's great East Side; and "In Fly-Time," by Robert Grant, is a humorous Fourth-of-July tale of a New England farm, with pictures by C. D. Gibson.

The special fashion features of *Harper's Bazar* this week are a French garden party gown and a French tennis gown—both very distinguished and effective toilettes; and a page of bicycle costumes, showing how women should sit their wheels and how they should dress. This illustrative page is accompanied by a practical paper written by Ida Trafford Bell, and entitled "How Women Should Ride the Bicycle."

Harper's Weekly for July 14 contains two pages of vivid illustrations of the Chicago strikes, from sketches taken on the spot, and a strong cartoon on the labor situation by W. A. Rogers.

The complete novel in the July number of *Lippincott's* is "Captain Close," by Captain Charles King. It deals with the Reconstruction period, and relates to the experiences of a newly flegged lieutenant in camp near Tugaloo, and of his very curious commanding officer. Louise Stockton begins a strong story, "A Mess of Potage," to be concluded in the August issue. Other tales are "At Marini's," a lively character sketch by Richard Hamilton Potts, and "A Case of Hoodoo," an amusing dialect tale from a Virginia police court.

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MILWAUKEE, JULY, 1894.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

COCKLE SEPARATOR SUITS.

AFTER nine long hot days of legal battle before the U. S. Court, Judge Williams of Little Rock, Ark., presiding, the case was closed, and the jury took up the battle (for a battle it must have been.) The jury retired at 5 p. m., Saturday, and Monday morning came into court requesting "to be discharged as they could not agree."

The judge, however, gave them light on some points, and sent them back. Another twenty-four hours of sweltering brought them to Tuesday morning, and into Court with the same report of disagreement. Again the judges sent them back with instructions to come to an agreement if possible. When they shortly returned bringing in a verdict of \$72, or \$4 royalty damage per machine. While in the Pillsbury Washburn case, fought by the Cackle Separator Manfg. Co., the verdict against the defendant was \$1,600. The defendants immediately secured a stay of proceedings, and will move for a new trial. The fact that this was a forced verdict and for a nominal sum, augers well for a final wiping out of this worthless claim upon the millers of the United States.

This case is brought by Wm.

E. Lee, of Swan Lake, Minn., under patent No. 155,874, granted to him Oct. 13, 1874, for a cockle separator. According to the testimony, Lee only built one machine, and that was a failure; his mill burned and with it this machine; consequently Lee was not a manufacturer nor an inventor, because he did not produce a machine that could be made operative; nor was it ever used by any one but Lee; consequently he was never deprived of any rights that belonged to him.

On the trial great stress was laid upon the claim for a leather edge or brush to the catch board inside the cylinder. This leather edge was fully described in a work on milling published by Prof. Ruehlmann in Germany in 1865, and also in the French Patent of Tabara taken out in 1868, and that of Camarija.

We doubt if a case ever went before a court, where the testimony was so clear and conclusive, that the patent was not declared void, when it reached the court of last resort. The Association is to be congratulated at the outcome of this trial, for the reason that little can be expected from a jury trial in patent cases.

Mr. Ottomar Esche, sent abroad by the Executive Committee of the National Association, found some very valuable testimony which was used in this case with good effect. Mr. Esche spent several weeks in the libraries of Germany, and in the museums of agricultural machinery, where he found the identical machine exhibited at the Paris exhibition in 1805, and which contained all the mechanical appliances claimed by Lee in his patent of 1874. We trust the other nine millers of Minneapolis that have been sued will breathe more freely regarding the outcome of their suits.

LATER.—Since the above was written, we have read what purports to be an interview, in which it is claimed that the verdict rendered was regarded as a victory for Lee. Well, if Lee and his attorneys are satisfied with such a victory they must hold their claims at a very low figure, and we doubt if any one could be found willing to undertake the collection of the royalty at 100% commission, as only mills of 500 bbls. and upward capacity use more than one machine.

The "forced verdict," however, has saddled the costs of this suit upon the defendants. The result of a new trial may change all this, and when they are through the Supreme Court, "the boot will be on the other foot." So far as establishing the validity of the patent is concerned, the present decision does nothing of the kind, and any one making settlements upon that assumption are throwing away their money.

LOW PRICES.

CASH wheat in Milwaukee sold the past week at fifty cents per bushel for number two Milwaukee Spring. At these prices we may expect the stock on hand and the new crop to be gotten rid of at a pace never before known. Much of it will be fed out to stock of all kinds—of feeding stuffs for man or beast, there is nothing so cheap to-day as wheat at fifty cents per bushel of 60 lbs., or 5-6 cents per pound, or about \$16.00 per ton, the whole grain.

Corn is worth $\frac{3}{4}$ cents per lb., or \$15.00 per ton; oats, $1\frac{1}{2}$ cents per lb., or \$27.00 per ton; linseed meal, 1 1-6 cents, or \$23.50 per ton. Hay, corn and oats are short crops and will undoubtedly advance 25 to 50 per cent in price in the near future. This will necessitate an advance in wheat, or a much increased consumption of this grain for feeding purposes. The potato crop, which one month ago bid fair to be the largest ever known in this country has been greatly reduced by the great drought that has prevailed over the country, for the last sixty days. Consequently wheat remains, not only the cheapest, but the only cheap food now in sight; hence, it would seem a wise course for millers to keep well loaded at present prices.

MR. R. W. DUNHAM, of London, formerly connected with the *Miller* of that place, and for many years correspondent of the UNITED STATES MILLER, has started a paper of his own, called the *Milling and Market News*, a weekly which we predict will at once prove valuable to its readers. From the long experience he has had and the technical information at his command, Mr. Dunham should

find no trouble in presenting an interesting and useful paper to the milling fraternity. We wish him the best of success.

WE are in receipt of the initial number of the "*Mexican Investor*," a bright little sheet, published in the City of Mexico, which has for its aim the furnishing of information regarding profitable investments in Mexico. In addition to much useful matter of benefit to parties desiring to invest in Mexican properties it begins a series of articles descriptive of the resources, advantages and needs of the various states and territories in the Mexican Republic. This will be a feature of the paper and the whole collection will furnish a compendium of the United States of Mexico, unequalled in its nature and unrivaled by any other description, owing to the intimate knowledge of the several writers of the subjects they are treating, and the prominent position they occupy among the intellectual circles of that country. The first article on this subject is from the pen of Mr. Francisco Palencia, member of Congress for the State of Colima, and treats exhaustively of that highly interesting state. The publishers have received some very flattering expressions of commendation from managers of large enterprises, and State Governors, as well as a private letter from the President of the Republic.

IN New South Wales, Australia, there are seventy flour mills with a total capacity of 620 tons. These establishments are of modern make, and can turn out more flour than there is a demand for at present. The colony of Victoria manufactures all the flour required for home consumption, which is sold in the local markets for less than the United States could land it there, paying freight and duty. The quality of the flour is said to be very fine, equal to the best Minnesota.—*Ex.*

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Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

BUFFALO.

THE elevator war at this writing is beginning to weaken; not the elevators but the floaters. It is certain that the freebooters have held out the olive branch and declared a willingness to smoke the pipe of peace. But the Association, or at least the uncompromising taskmaster who has the disciplining in charge would not recognize these overtures: "I'll give them all they want" is the way he is reported to have met the peace-maker. As a further evidence that there will be no let up, even if the floaters get down on their marrow bones, is a remark let drop by this "black", cold-hearted individual, regarding the striking railroad men: "I own considerable stock in these railroads but will give up every dollar of it before I will see them win." That's the kind of a man this country needs in the opinion of our grain men.

But what say the millers? Not a word has come from them during this trouble. It would seem as though they were the only sensible men in the whole city. "It takes two to make a quarrel," remarked one of our most thinking millers "and there must be some basis for trouble which the newspapers have not given us. There is something wrong at the bottom; working men never strike unless there is a grievance. In my experience when any dissatisfaction existed, I never hesitated to call all hands together and ask an explanation. The settlement was always satisfactory to both sides. Not in the milling business but in other interests have I pursued this policy and always with success."

To be the father of such a pair of boys as Charles A. Pillsbury sent down to Buffalo on a pleasure trip rarely falls to the lot of man; Perfect specimens of the physical type of manhood and far above the average in intelligence at their age. Well nourished, healthy, and what is more essential, perfect training was manifest in every action. These twins, John and Charles, (and what sensible names), were introduced by Mr. Safford, Pillsbury's Buffalo manager, and for half an hour they held the attention of the members present on the floor. It isn't possible that the worthiest can produce anything equal to that pair of boys. I can vouch for it that there is nothing in the east to compare with them.

The heavy offerings of Michigan flour have created

consternation in the trade. There is apparently no end to either the supply or the lowest price at which sellers will dispose of it. Thornton & Chester's brands as far as local millers are concerned, are suffering the most, naturally, as these cheap flours would come into more direct competition with their grades than any other. Their old time grasp, in spite of the fact that they refuse to advance prices with other local millers, seems to be waning. Other local millers find in this competition an opportunity to introduce some of their choice brands and are sowing the seed for a better equalization of the trade in the near future. In the mean time the poor consumer is getting the benefit, or about double the worth of his money.

Flour, flour everywhere and not a buyer in sight for the product of western mills. One day, a week ago, 700,000 bbls. were on the docks here, half of which was held for orders and at no time since has there been less than half a million bbls. in the different warehouses. The roads have steadily refused to take more than a certain amount as the storage capacity east was filled to overflowing.

There is more flour coming into Buffalo every day than is exported from the four Atlantic ports during the same time.

Sacked flour is losing in favor daily; shipments from the northwest are coming in wood to a larger extent and the demand for barrels from local coopers is steadily increasing.

Mr. Riley Pratt has returned from the wide, wide west. No matrimonial alliances; no explanations; no stories or incidents of his travels to tell. It kind o' knocks the romance out of a man's existence in the minds of his daily associates to come home like a clam.

Banker Sandrock is himself again. His old time friends who were "agin" him are flocking back and congratulating him on his change of heart in a political way. Nobody had the least notion that the Peoples George would remain in ignorance of his false position. It was a passing fancy, that is all; at heart he was with the people, and the people at that time were apparently the poor working men. Unfortunately they were led by a bold unscrupulous politician, not understood by Mr. Sandrock. I cannot give up hope that he will yet be mayor of Buffalo.

Mons. Henry of Harvey & Henry, has also wisely concluded that business and not politics is the staff of life. Therefore he is paying strict attention to the only rye flour mill now in Buffalo, and as a side issue, keeps his eye on the artificial Manures Company.

The burning of the old Dodge

mill, in which Mr. Henry Dodge, brother of Lenord, lost his life was a sad blow to the family. It seems that the deceased went into the burning building to secure the books and was overcome by smoke. The mill will be rebuilt some time in the future, although Mr. L. Dodge says he has no heart to undertake it.

Mr. George P. Urban was elected a member of the Merchants Exchange at the last meeting of the board. Now George Urban, the younger, is the youngest full fledged member ever elected, but he shows more business training than a man twice his age. His first transaction was the purchase of a car of oats on his own account, and he went about it like an old hand. Didn't want any advice, not even from his father. In that respect he resembles his paternal grandsire, who paid no attention to statistics but bought on instinct. He is a credit to his father.

Agt. Safford, Pillsbury's representative here, is as alert as an old spider, but finds his business getting a little dull in spite of all the hard work he is doing. To talk flour to him is a pleasure; he knows no brand except "Pillsbury's" and pays no attention to others.

Major Heindol's floater is busy and it is the best piece of elevator property in the city. It is built to run at the speed of a first class elevator and not break down either. Manager Wilks, too, understands the inwards of the floating elevator business, having been taught by C. J. Man, the greatest thorn the elevating association has ever found picking them. That is 30 years ago he started and to-day his sons are following in his footsteps.

It is evident that the Washburn-Crosby Mills are making efforts to get into the trade here. Now we will have a good time. If they do come into the field, and there is little doubt they will not, some one will have to go.

What a failure as a speculation rye has been. Instead of going up 25 cents as was expected by our wisest traders this cereal has actually lost ground in spite of the light stocks in this country. With only 200,000 bushels in the visible supply against 350,000 last year, and the price only half what it was then, it looks as if one man of small means might have gobbled it up and made a big profit. The failure to bull wheat probably had much to do with a corner in rye.

Messrs. Truscott & Heathfield are getting into the Duluth wheat trade and making a success of it as they did in disposing of a large amount of Washburn and Minneapolis

stuffs last year. This house was founded on straight business principles and has never deviated a hair's breadth from the lines first laid down. It is sincerely hoped that this will not be taken as a "puff" for Messrs. Truscott & Heathfield, but simply as an appreciation of the business ability and standing of this firm, as it is a daily remark from some members of a firm on the same footing as themselves. We all like success. TAURUS.

DULUTH.

THE past four weeks, and especially the last two, have been the most inactive in the milling business of any that have preceded, this year. Most of the mills at the head of the lake are on the lines of railway which have been boycotted, and they have been effectually tied up by the army of "sympathetic" strikers hereabout. Those mills which could get cars have been idle, for the most part, on account of the general strike and almost every department of the grain handling and flouring industry has been at a standstill. The local flour market is dull and unsatisfactory, but considerable demand has been received from Chicago, Cleveland, Buffalo and other lake points. Instructions, however, have accompanied some of the orders to the effect that shipments should not be made unless the delivery of the stuff would be guaranteed by the shipper. Under these notices shipments have been delayed and postponed and flour has been marked up 5c. a barrel, but this may not hold after the present chaotic state of affairs has been straightened out.

The production, receipts and shipments of flour, and receipts and shipments of wheat for June, compared with the same month in 1893 and 1892, were as follows:

	RECEIPTS.		
	1894.	1893.	1892.
Flour produced, Superior bbls.	202,683	94,901
Flour produced, Duluth, bbls.	94,928	66,463	87,256
Flour received, bbls.	753,412	722,985	590,321
Wheat received, bushels	946,303	2,139,008	2,381,274

	SHIPMENTS.		
	1894.	1893.	1892.
Flour, bbls.	1,263,154	879,047	617,826
Wheat, bus.	3,506,082	7,554,968	2,986,743

*The figures for June, 1894, are for the five weeks ending June 30.

For the first two weeks in July the production, receipts and shipments have been nominal—last week but two mills were in operation, and this week but one mill is grinding at the head of the lake. It is the intention, however, to begin to manufacture just as soon as the transportation companies can take care of the output. When that may be, is, at this time, somewhat problematical, but it is thought by the millers that during the last half

LAKE SUPERIOR MILLS.

LAKE SUPERIOR MILLS,
SUPERIOR, WIS.

6000 BARRELS DAILY CAPACITY.

L. R. HURD, MANAGER.

Daisy Roller Mill Co.,

Proprietors.

DAISY ROLLER MILLS,
MILWAUKEE, WIS.

1800 BARRELS DAILY CAPACITY.

H. E. BROOKS, MANAGER.

of this month business will be moving as usual. It is believed, too, that in consequence of the enforced idleness, the movement will be brisk, with prices a shade better than prevailed a month ago.

Quotations here at present, for car or round lots, per bbl. of 196 lbs. are:

First patents, in wood.....	\$3.55@3.65
Second patents, in wood.....	3.35@3.45
Fancy bakers', in wood.....	2.35@2.45
Export bakers', in wood.....	2.25@2.30
Low grades, in bags.....	1.40@1.50

A discount is made from flour in wood in favor of sacks as follows: On 280 and 140-lb jute bags and 98-lb cotton sacks, 20c.; 49-lb. cotton sacks, 10c.; paper sacks, 20c. In 24½-lb. cotton sacks, the price is the same as in wood. In half barrels, 30c. extra is charged. When packages are furnished by the buyer, 35c. is deducted from the price in wood.

The wheat market has been nerveless, weak and unsatisfactory to everyone, for the past few weeks. The range for cash has been from 60c. to 62¾c., with but little changing hands. The millers are not buying extensively, although they are still taking a liberal amount under the circumstances, in anticipation of an early resumption of business. The elevators are gradually discharging their stores, and there is now held at the head of the lakes but a little over 4,500,000 bushels of wheat.

The elevator systems have stocks as follows:

Name of Company.	Bush.
Belt Line Elevator Co.	1,581,116
Duluth Elevator Co.	950,014
Great Northern Elevator Co.	133,422
Lake Superior Elevator Co.	400,002
Superior Terminal Elevator Co.	707,501
Union Improvement and Elevator Co.	853,480

Total. 4,725,796

Rates on wheat from Duluth to Buffalo have been distressingly low, as viewed by the vessel men. Charters have been made at 1¼c., with but little grain offering. With no coal coming up the lakes until within the past two or three weeks, and the movement East of cereals, flour, ore, lumber and other commodities restricted, vessel property has been at a discount. While no boats have returned light, many of them have had great difficulty in piecing out cargoes. A local strike among the steam shovel miners delayed ore shipments, and as high as a dozen large freighters have laid here at a time waiting for a cargo. No sooner had coal receipts begun again when the heavers went on strike, and incoming vessels could not be discharged. That strike is now on, nominally, although non-union men are fast taking their places. It is difficult, however, to work a large crew of soft, green men in coal holes and sheds to advantage.

The "coal combine," which is a very strong and vexatious one in the Northwest,

seems to have no intention of making any concessions to the strikers and will eventually find crews in the new men and ignore the union. Men are being imported from St. Paul and other interior towns and put to work on the docks, and about half the usual capacity of the business is being exerted. The strike has been singularly unsuccessful—a more complete failure than the Mesaba iron range strikes and the Debs-Chicago undertaking.

The wheat famine which was feared earlier in the season will probably not occur. This interruption in milling, and the slow shipments of wheat east, have resulted in holding the stock of wheat here beyond expectation. Receipts from country elevators from this time on will be light but steady, and it is thought that the present crop will be ample until the new crop is ready to move. Preparations are already being made to take care of the new crop, which will be heavier than last year. The elevator tanglement is about straightened out, and receiver M. J. Forbes, of this city, is now in the east closing the deal of the sale of the Northern Pacific system. All the elevators of this system have been transferred to a new organization—the old stock is pooled, the creditors taking the stock

in the new deal. The capital is \$500,000, preferred, exclusive of bonded indebtedness; the nominal capital stock is \$2,000,000. The Red River Valley System of Elevators, which was also in the hands of Receiver Forbes has been sold to the St. Anthony and North Dakota Elevator Company, through Sam'l Hill, son-in-law of President J. J. Hill, for \$187,000 cash. Both systems will be in the hands of the new owners by September 1.

Cryptogram Donnelly and the other farmers of this state have not given up their plan of having an elevator here to be known and handled as the Farmers' Own, where private gain and corporate greed cannot break through and steal the profit of the tiller. Having failed in their effort to have the state build and operate such an elevator for them they have about decided to build one for themselves. On the occasion of the Populist State Convention this week, Mr. Donnelly and a host of Alliance men met in a hall at Minneapolis to organize for this elevator. Mr. Donnelly explained that the movement was for the purpose of devising some way by which the farmers could market their grain to the best advantage. The iniquitous decision of the Supreme Court in killing the state elevator, Mr. Donnelly

said was more than even the Republicans could stand and they retired one of the judges who took a hand in the business. Mr. Donnelly's proposition was to form a state grain growers association and rent an elevator at Duluth. He didn't want to show hostility to Minneapolis, but the fact is the Minneapolis grain men have been robbing the farmer, making large fortunes thereby. Duluth is a much better place for disposing of the grain. He also wanted a number of branches of the association scattered throughout the state, for the purpose of preparing for a fight over the legislature.

W. J. Bodkin of Moorhead and A. H. Hendrickson were made chairman and secretary of the meeting, whereupon several farmers told their experience of being robbed by Minneapolis grain men.

L. A. Paddock of Wadena county said Duluth was the best place for the farmer to ship his wheat to, as the weights here overrun from five to fifteen bushels per car. In the country the weights were always short. He knew of one country elevator man who cleaned up seven cars of wheat from short weight. The inspection and weighing officials of Duluth gave the farmer a fair deal.

John McGuire of Lac Qui Parle county wanted to see a farmers' terminal elevator at Duluth.

Donnelly told how Minneapolis elevators made a profit of 47 per cent on their actual investment last year. That roused his ire. On Donnelly's motion it was voted to form a grain growers' association. The chairman and secretary of the meeting were made president and secretary of the organization. Vice presidents were selected from the various congressional districts, as follows: At large, L. C. Long; first, Thos. J. Meighen; second, Eric Olson; third, Soren Morton; fourth and fifth, S. W. Powell; sixth, Kittel Halvorsen; seventh, R. J. Hall.

Donnelly, Long, Olson, E. Mattson and O. H. Arntzen will draw up the constitution.

If the farmers who imagine such large profits in the grain business accruing to every man who handles wheat after it is dumped in the elevator by the grower, would study the actual figures more closely they would see their mistake. Mr. Donnelly has never allowed an opportunity to pass but what he has attacked the wheat handling business, and calling attention to the enormous profits of all commission men and shippers. The legislature has made it the duty of the state warehouse commission to study the figures and publish the facts. The commission has shown the absurdity of the populists' claims of big middle profits.

The fact is the profit in the exporting business is small, and has been so for a number of years past. At times, when the milling demand in this country or the speculative buying and holding put up prices, a bushel of wheat sold for more in comparison in Duluth, Chicago, New York or Minneapolis than it did in England.

The figures collected by the railroad and warehouse commission for June 1, have just been published, and they show the small profit of $\frac{3}{4}$ cent a bushel on wheat between Duluth and London on that day. This does not look as if the producers of wheat were being cheated very much by the men who deal in it in Duluth, or by other exporters. This comparison is based on transportation figures, which are below the average, and with elevator charges at a minimum. The figures are as follows, showing the market value of No. 1 hard wheat in Duluth as compared with results of actual sale of 16,000 bushels of Manitoba No. 1, hard, in Liverpool (for London delivery) June 1, 1894:

Price No. 1 hard wheat in Duluth	Cents
Duluth elevator charges, weighing and inspection	1 30
Lake freight and insurance, Duluth to Buffalo	2 30
Buffalo elevator charges, commission, etc.	1 00
Canal, freight, insurance, etc., Buffalo to New York	3 00
New York elevator charges, demurrage, towing, trimming and commission	1 50
Ocean freight and insurance, New York to London	2 25
Loss in weight, Duluth to London	50
Net cost in London, c. i. f.	60 73
June 1—	
2,500 quarters (16,000 bushels) No. 1 hard Manitoba sold in Liverpool for London delivery at 23 shillings and 6 pence per quarter, or 70 $\frac{1}{2}$ cents per bushel	70 50
Gain on transportation ($\frac{3}{4}$ cent per bushel)	77

Congressman Baldwin has introduced a bill for the survey and location of a ship canal connecting the lakes with the Atlantic Ocean, the canal to be owned and operated by the government. The bill provides for the cost of the construction by issue of bonds by the government in sums of \$25 and upwards, drawing 2 per cent interest and running 20 years. Mr. Baldwin has strong assurance of party support or rather of general support. The measure appropriates \$100,000 for the expense of survey and location and provides for a joint commission of civil and military engineers. I think the Major is on the right track, and if he succeeds in putting our lake merchantmen in touch with foreign ports, he shall have a statue and we will forgive him many of his political heresies.

The statement of the bank clearings of the leading cities during June and for the first six months of 1894, as compared with similar periods for previous years shows some interesting features. Duluth stands out conspicuously among the very few cities that show an

increase for June. Only one city in the East, Binghamton, shows an increase. In the Central West but three, and in the Northwest four with Duluth's gain greatly exceeding that of the other three. The clearings here for June were \$9,863,127, against \$8,538,309 for June last year. Minneapolis shows a gain of only \$96,198 over June of 1893. Des Moines has a half million gain and Hastings, Neb., \$95,933. The wheat and flour business has been a strong factor in the total volume of business in Duluth.

The United Dock Co., composed of J. D. Stryker and others, is building a new warehouse and will engage in the storage and forwarding business. The company will be a strong one and will take a leading position in shipping and marine business.

The Duluth wheat market closes weak with the end of the week, Saturday 14. Damage to spring wheat by the recent excessive heat in the Northwest was the cause of an early gain, but the expectation that with an early resumption of shipping by the rail roads, a larger stock than formerly anticipated, would be accumulated caused a weakness at the close. But little life has been shown on the board for the past week or two, and the tendency is toward lower prices during the remainder of the month.

Choice for board of trade offices was auctioned off this week. As much as \$450 were paid for first numbers. The new block is progressing satisfactorily and will undoubtedly be completed within contract time.

Duluth, July 14. H. F. J.

SUPERIOR.

FLOUR manufacturing at Superior during the past two or three weeks has been paralyzed on account of the poor market and railway strikes. For the first week in June the output was 17,884 bbls. and this week but one mill is in operation and but little flour will be made. Last week the record across the bay was 3,521 bbls. The following table shows the output, receipts, shipments and stocks, last week, and on comparative dates:

	Last Week	Before Week	1893	1892
Production	21,405	22,854	22,897	21,275
Receipts	79,831	147,747	85,317	143,367
Shipments	121,634	131,280	212,149	132,405
Exports	15,982	13,344	7,960	
Stocks	176,464	200,363	238,917	175,081

The record for June is shown by the following statement of the production of flour at the head of the lake, the receipts of the flour and grain, as compared with the same items for June, 1893:

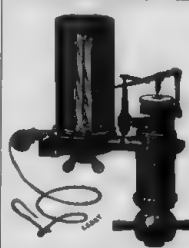
	1894	1893
Flour bbls. produced, Dul.	72,149	56,483
" " received	216,908	94,901
Wheat, bus.	805,675	722,885
Corn, " "	1,113,399	2,139,008
Oats, " "	21,345	
Rye, " "	136,157	
Flax, " "	115	577

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The shipments of flour and grain during June this year, as compared with June last, are as follows:

	1894.	1893.
Flour from Dul. bbls.	930,214	879,047
Wheat, bus.	198,570	184,282
Corn, " "	3,088,048	7,554,968
Oats, " "	183,861	24,015
Rye, " "	115	49,320
Flaxseed " "		

The amount of grain in store at Superior and the head of the lake on Monday of this week was as follows:

Grades.	Bushels.
No. 1 hard	1,588,119
No. 1 northern	2,632,692
No. 2 northern	118,714
No. 3 spring	18,193
No grade	1,630
Rejected and condemned	14,459
Special bin	35,989

Total wheat in store	4,757,996
Decrease during the week	325,734
In store and afloat corresponding date last year	5,309,605
Decrease for the week last year	332,508
Stock of corn in store	None
Stock of oats in store	26,850
Increase of oats during the week	17,270
Wheat in store at Minneapolis	8,967,165
Decrease wheat at Minneapolis	38,502
Corn in store at Minneapolis	None
Oats in store at Minneapolis	18,890
Rye in store at Minneapolis	None
Barley in store at Minneapolis	2,138
Flaxseed in store at Minneapolis	1,210

The visible supply figures published by the board of trade are as follows for the dates named:

	July 7, '94.	July 8, '93.
Wheat, bus.	54,137,000	61,819,000
Corn, bus.	5,276,000	8,538,000
Oats, bus.	2,297,000	3,015,000
Rye, bus.	219,000	361,000
Barley, bus.	85,000	340,000

Such figures, together with the July government report, are decidedly bullish in their logical tendencies, yet, as a matter of fact, the wheat market here is weak and on a downward scale. The report shows a condition of 68.4 as against 88. one month ago, a decline of nearly 20 points. This decline has been noted principally in Southern Minne-

sota and South Dakota, where long-continued drouth when the plant needed moisture badly had a very serious effect. The figures given indicate a yield of about 107,000,000 bus. An improvement of seven-tenths of one per cent. in winter wheat indicates a yield of 280,000,000 bushels, making a total yield of spring and winter wheat of 387,000,000 bushels, against 396,000,000 bushels in 1893. The yield of oats is estimated at 576,000,000 bushels, as against 638,000,000 bushels last year. The wheat crop, based on present conditions and acreage reported, would yield approximately as follows:

	Acrea.	Yield.	Bus.
Winter wheat.....	22,640,000	12.21	276,887,200
Spring wheat.....	10,326,000	10.33	106,689,000

For wheat the percentage of the principal states are as follows:

Spring—Minnesota, 74; Wisconsin, 95; Iowa, 78; Kansas, 69; Nebraska, 40; South Dakota, 41; North Dakota, 68; Washington, 58; Oregon, 36.
Winter—New York, 97; Pennsylvania, 93; Kentucky, 88; Ohio, 86; Michigan, 92; Indiana, 95; Illinois, 94; Missouri, 91; Kansas, 56; California, 51; Oregon, 97; Washington, 90.

That operators do not place much reliance on the government report has been evidenced by the fact that wheat closed with the week lower than it was a month ago, when, if the pointers in the report had been followed, the price would have been several cents higher.

Lake freights to the seaboard on flour remain with but slight modifications of former quotations. Rates to foreign ports given to-day in cents per 100 lbs. are as follows: From Superior to London 27.34; Liverpool 22; Rotterdam 32.50; Aberdeen 35.78; Bristol 25.14; Bremen 32.50; Dundee 31.56; Glasgow 25.94; Hamburg 32.50; Havre 35; Leith 28. On lake shipments the rate is maintained on a basis of 17½ cents from Superior to New York. The quoted rates, in cents per 100 lbs. to New York and other points by lake and rail, all rail and across lake are shown in the appended schedule:

From Superior to:	Lake and All rail.	Across lake.
New York.....	17½	32½
Montreal.....	15½	32½
Boston.....	19½	34½
Philadelphia.....	15½	30½
Seranton.....	15½	30½
Baltimore.....	14½	28½
Cortland.....	16½	31½
Reading or Harrisburg.....	15½	30½
Albany, Troy, Schenectady.....	16½	31½
Utica.....	16½	31½
Syracuse.....	15½	30½
Rochester, Mount Morris.....	15½	30½
Corning.....	16½	31½
Buffalo, Erie.....	10	25
Hornellsville.....	20	27
Kingston.....	17½	31½
Binghamton.....	15½	30½
Chicago.....	10	19½
Peoria.....	12½	22½
Detroit.....	10	21½
Toledo.....	15	27½
Indianapolis.....	18	29½
Cincinnati.....	18	29½
Cleveland.....	10	22½
Des Moines.....	20	27½
Omaha.....	20	27½
New Orleans.....	37½	37½

Matters have been exceedingly dull in marine circles, despite the rather tempting rates to shippers, and almost all vessel property is suffering, in consequence. Captain McDougall, of the American Steel Barge Co. states that fifteen

boats belonging to that concern have been tied up at various ports, and he predicts a dull season until after the First of August, at least. "I do not think that more than 25 per cent of the lake vessels are running" remarked the great whaleback builder the other day. "It appears that the 'Industrials' of the United States are trying to kill the goose which lays the golden egg." The barge works are now employing about 100 hands only, mostly on repair work. Barge No. 135, being built, is now on the stocks.

The Freeman Milling Company has contracted with Le Doux & Co., for the construction of an elevator, and the work is now under way. The elevator will have a storing capacity of 250,000 bushels. It will be located near the site of the Doud barrel factory, recently burned, and will be 50x100 feet, equipped with the latest and best machinery. With the building of this, all Superior mills will be provided with elevators with the one exception of the Anchor.

Coal dealers here announce that they expect to handle in the neighborhood of 1,500,000 tons of coal this year. That is equal to forty or fifty million bushels of wheat, averaging 60 pounds to the bushels. The great bulk of this coal being shipped west by rail, enables the returning cars to bring wheat to the lake at remarkably low rates and that is one of the reasons why Superior is fast becoming the wheat center of the northwest.

The coal strike is seriously delaying business but there will be plenty of tonnage offering to move the coal from the east before the close of navigation. A prominent shipper referring to this matter, is of the opinion that coal rates during the later part of the season will be 50 cents a ton. He places the amount of coal wanted at upper Lake Superior points at 2,000,000 tons.

The question as to whether the city has the authority to tax the coal docks and elevators of the Great Northern railway system has been under consideration by the Municipal officers. The city attorney is of the opinion that the right to tax depends on this point: Is the property necessarily used in operating the Company's railroad? If so, it is exempt under subdivision 14, sec. 1098, of the statutes. The City Attorney is inclined to the belief that the elevators and coal docks of the railroads in this city are subject to city taxation under decisions of the Supreme Court. To tax these extensive properties would swell the finances of the city considerable, and the board of review

has finally decided to assess the properties. President Hill, of the Great Northern railway system will be interviewed by a committee from the city, and a very low rate of taxation proposed, provided he will make certain concessions in favor of the city. As the best of feeling exist between the president and the city, it is believed the matter will be very satisfactorily adjusted.

Next week Frank Swanton heretofore headmiller for the Ogilvie Milling Co., of Winnipeg, will succeed C. E. Oliner as headmiller for the Minkota mill in this city.

L. R. Hurd, manager of the Lake Superior mill is home from a business trip to Cleveland and other lake points.

One of the great inconveniences of vessel men is the chase after a customs collector, after regular office hours, to get the usual clearance papers. Capt. McDougall and others have started a movement looking to the appointment of cheap deputies to serve at all hours after regular hours. Such officers would greatly facilitate shipping.

Recently there was consigned from the mills in this city cargoes to Russian-Finland, and to South America. Superior millers have the world for their market and when the deep water outlet to the sea is secured, local and internecine troubles will not so completely demoralize business. The foreign trade recently, however, has been rather indifferent.

Millstuffs are in good demand and bring, F. O. B. at mills, \$12.00 at 13.00 for bran, and \$11.50 at 12.50 for shorts.

The Flour Packers' and Nailers' Protective Union No. 6,152, which was recently organized here as a branch of the American Federation of Labor, has elected officers as follows: William Watson, president; A. Rosewarm, vice-president; Arthur Orr, financial secretary; H. O. Lien, corresponding secretary. The union has a membership of 113.

During all the strikes here, of late, direct, sympathetic, or otherwise, the mill and elevator employes have remained faithfully at their posts, and as long as it was possible, kept the business of the several institutions running. The coal strike at the head of the lakes is nearing an end; the strike on the Mesaba range is over and it is thought that in a few days the men now out will be making the hardest strike of the season to get back their old places, and that business will again be gradually resumed. The mills will certainly start up as soon as the country is at peace again and the transportation lines unobstructed.

The Superior market closed weak to-day, although the price of wheat was practically the

same as it was a week ago. With the railroads open to business again there will undoubtedly be a liberal movement of winter wheat to receiving markets and this is likely to further depress the price, as speculation is dormant. In the meantime reports coming here from the spring wheat country markets are bad, and before September, are quite likely to do much toward turning prices upward. As long as wheat in Baltimore is the same price as in Superior and Detroit, Toledo and other markets below this, a further decline may be looked for. There will be ample stocks for milling purposes until the new crop moves and is ready to grind. Every mill is in readiness to take advantage of the first indications of a revival of business. E. T. C.

Superior, July 14.

PROPOSED BREADSTUFF TARIFF.

The proposed tariff law, as it passed the senate, provides for duties on breadstuffs as follows:

Buckwheat, corn or maize, cornmeal, oats, rye, rye flour, 20 per cent ad valorem; oatmeal, 15 per cent. Under the old law buckwheat was taxed 15 cents per bushel of forty-eight pounds; corn or maize, 15 cents per bushel of fifty-six pounds; cornmeal, 20 cents per bushel of forty-eight pounds; oats, 15 cents per bushel; oatmeal 1 cent per pound; rye, 10 cents per bushel; rye flour ½ cent per pound; wheat 25 cents per bushel; wheat flour, 25 per cent ad valorem.

Barley and pearled, patent or hulled barley, under the new law, are taxed 30 per cent ad valorem; barley malt, 40 per cent. Under the old law barley was taxed 30 cents per bushel of forty-eight pounds; barley malt 45 cents per bushel of thirty-four pounds; pearled, patent or hulled barley, 2 cents per pound.

Macaroni, vermicelli, and all similar preparations, 20 per cent ad valorem under the new law, as against 2 cents per pound under the old.

HOW THEY PUNISHED MEN FOR "BULLING" THE MARKET.

The Mark Lane Express, July 9th publishes an interesting account of the conviction and punishment of a "bull" operator on the market at an early day. It says:—The following advertisement, which appeared in the *Annual Register* for 1759, shows that in those days anything under 48s. per qr. was considered an unremunerative price for wheat, and that it was not safe to try to "bull" the market. If a similar punishment was meted out to the scores of "bulls" in the "Baltic," and the fines were applied to the benefit of the Royal Agricultural Benevolent Society,

that organism would soon be well off for funds, unless the "bulls" saw the error of their ways:—

"Whereas I, Wm. Margetts, the younger, was, at the last assizes for the county of Cambridge, convicted upon an indictment to raise the price of corn in Ely market, upon the 24th day of December, 1757, by offering six shillings a bushel for wheat, for which no more than 5s. 9d. were demanded; and, whereas, on the earnest solicitation and request of myself and friends, the prosecutor has been prevailed upon to forbear any further prosecution against me on my submitting to make the following satisfaction:—viz., upon my paying the sum of £50 to the poor of Ely, to be distributed by the minister and churchwardens of the several parishes of the town of Ely; and the further sum of £50 to the poor inhabitants of the town of Cambridge, to be distributed by the minister and churchwardens of the several parishes in the said town; and the full cost of prosecution; and upon my reading this acknowledgment of my offence publicly, and with a loud voice, in the presence of a magistrate, constable, or other peace officer of the said town of Ely, at the market place there, between the hours of twelve and one o'clock on a public market day, and likewise subscribing and publishing the same in three of the evening papers published in London and in the *Cambridge Journal* on four different days. I have accordingly paid the said two sums of fifty pounds and costs, and do hereby confess myself to have been guilty of the said offence, and testify to my sincere and hearty sorrow for having committed a crime, which in its consequences tended so much to increase the distress of the poor in the late calamitous scarcity. And I do hereby most humbly acknowledge the lenity of the prosecutor, and beg pardon of the public in general and of the town of Ely in particular. This paper was read by me in the public market place at Ely in the presence of Thomas Annejur, gentleman, chief constable, on the 2nd day of June, 1758, being a public market day there, and is now, as a further proof of the just sense I have of the heinousness of my crime, subscribed and published by me, William Margetts, Witness—James Day, Under Sheriff of Cambridge-shire."

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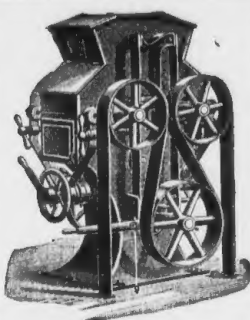
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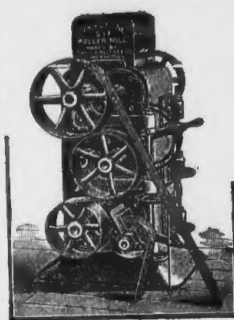
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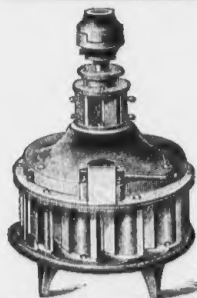
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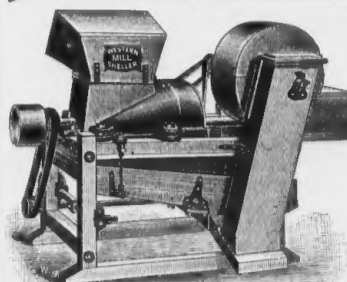
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